

Hong Kong Daily Press.

ESTABLISHED 1857.

BOOKBINDING by European methods
with the best materials, and under
European supervision at
THE "DAILY PRESS" OFFICE
Always prompt and equal to home
work, and prices very moderate.

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE
All prints are ready and all work
supervised by Englishmen. Always
prompt and generally superior to that
done elsewhere. Estimates given.

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P.O. Box 12. Telephone No. 12.

NEW ADVERTISEMENTS.

FOR SALE

A COMPLETE SODA WATER MA-
CHINE with PLANT, by BRATY
and HINCKLEY. PRICE \$475.
Any reasonable offer will be considered.
The Machine may be seen at work daily
between 9 and 11 A.M. on application to the
QUARTERMASTER, Mills Barracks, Murray
Barracks.

Hongkong, 13th August, 1896. [1866]

WANTED.

BY a Young Lady, a position as GOVER-
NESS, or LADY'S COMPANION, or
will make herself generally useful.
Apply to

Care of Office of this Paper.
Hongkong, 13th August, 1896. [1867]

NOTICE

Mrs. STOCKHAUSEN, formerly of
M. Ross & Gosselink, recently of the
HONGKONG TRAMM Co., has to inform
Ladies of Hongkong and Coast Ports that she
has taken the Premises, No. 24 QUEEN'S ROAD
CENTRAL, and expects to OPEN ON or about
the 1st SEPTEMBER with an entirely New and
Well Selected STOCK of LADIES' IDEA
DRESS, MILLINERY, and DRESSMAK-
ING, from the Best Houses in
LONDON and PARIS, and will be prepared to take
ORDERS in MILLINERY and DRESSMAK-
ING after the above date.

Hongkong, 13th August, 1896. [1868]

PUBLIC AUCTION
OF WINES, SPIRITS, MALT LIQUORS,
&c., &c.

THE Undersigned has received Instructions
to Sell the following
PUBLIC AUCTION
ON SATURDAY, the 17th AUGUST, 1896,
Commencing at 2.30 P.M.,
at his SALES ROOMS, DUDDELL STREET,
(for Account of whom it may CONCERN)
WITHOUT RESERVE.

Hongkong, 11th August, 1896. [1869]

TENDER OF WINES, SPIRITS, & MALT LIQUORS
Comprising—

CLARETS, such as MEDOC, CHATEAU
LAFLIPE, CHATEAU LATOUR, CHATEAU
LA ROCHE, GRAND CRU DE
LONGUEVILLE and other BRANDS
CHATEAU D'YQUEM, HOCKS, BUR-
GUNDY, CHAMONIX, BRANDIES
WHISKIES, CURACAO, MARSALA, and
other LIQUEURS, BHERMINGHAM,
PORT, STRASBURG, RUECKEBER
GUINNESS STOUT, AMERICAN, and
GERMAN BEER, VICHY WATER,
&c., &c.

ALSO—

A SMALL QUANTITY OF
OIL MILLS, STORES AND
PROVISIONS, &c., &c.

The above will be Sold in Lots to suit Purchasers.

Catalogues will be issued
On View from To-morrow, the 14th August.

TERMS OF SALE—Cash on delivery.

GEO. P. LAMMERT,

Anticipator.

Hongkong, 13th August, 1896. [1869]

WIRTH'S CIRCUS

(Door Open at 3 P.M., Commence 5 P.M.)
Last Night much delighted, and
entertained.

A LARGE AUDIENCE
the Best Classes of Society being fully
represented.

Mr. WIRTH

Especially inform the public in general that
owing to arrangements entered into
the Season is

DRAWING TO A
CLOSE

and those intending to visit the Circus should
enjoy the earliest opportunity of doing so,
as the stay of the Company is limited to a few
days only.

NEW ACTS, NEW SPECIALTIES
BY THE ENTIRE COMPANY,
will be
PRESENTED NIGHTLY.

SATURDAY AFTERNOON, at 3 P.M.
LAST MATINEE.

POPULAR PRICES.

SPECIAL—Important Announcement To-
morrow's Newspaper.

Hongkong, 13th August, 1896. [1869]

MOUL' LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND

YOKOHAMA.

THE Steamship

"GHAZEE,"

Captain Bailey, will be despatched as above on
or about WEDNESDAY the 20th inst.

For Freight or Passage apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 13th August, 1896. [1870]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND

SOURABAYA.

THE Company's Steamship

"AMARA,"

Captain D. Smith, will be despatched as above on
THURSDAY the 20th inst., at 4 P.M.

For Freight or Passage apply to

JARDINE, MATHEWS & CO.,

General Managers.

Hongkong, 12th August, 1896. [1869]

NIPPON YUSEN KAISHA.

FORSINGAPORE, PENANG, COLOMBO,
PORT SAID, MARSEILLE, LONDON,
AND ANTWERP.

THE Company's Steamship

"KRIEYER."

Captain A. H. Billot, will be despatched as above on
or about the 21st instant.

For Freight apply to

NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1896. [1862]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO, AND

BOMBAY.

THE Company's Chartered Steamer

"KNIGHT OF ST. JOHN,"

Captain A. H. Billot, will be despatched as above on
FRIDAY, the 23rd inst.,

For Freight apply to

NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1896. [1864]

NEW ADVERTISEMENTS.

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON VIA SUZZ CANAL
THE COMPANY'S Steamship

GLENNSK.
Captain Glazz, will be despatched as above on
or about TUESDAY, the 25th inst.

For Freight or Passage, apply to
JARDINE, MATHEWS & CO.,
Agents.

Hongkong, 12th August, 1896. [1863]

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INTIMATIONS

NOW READY.

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.,
FOR 1890.WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.

This is the
THIRTY-FOURTH ANNUAL ISSUE,
and will be used, as usual, to show an advance
in proceeding years both in fulness and accuracy
of information.

THE DIRECTORY covers the whole of the
ports and cities of the Far East, from Penang to
Vladivostock, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.

The Purist, Ingredient only are used, and
the utmost Care and Cleanliness exercised in
the Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Empties when required in good order.

Courier or Order Books supplied on application.

Our Registered Telegraphic Address is
DISPENSARY, HONGKONG.
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock—

PURE AERATED WATER.

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER
SARSAPEARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty,
or greasy, or that appear to have been used for
any other purpose than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1890.

ment will be compelled to take what steps it can to secure for Japanese facilities at reasonable rates; and in those benefits foreign merchants in China and Japan would share. It is rather humiliating that in a British colony we should have to look to a foreign Government for relief against an oppressive monopoly in which a great British Company is the chief partner, but that Company unfortunately does not seem to realize that its monopoly carries with it corresponding responsibilities. The result of its shortsighted policy must inevitably be to invite opposition, and the opposition, when it comes, will be a strong one.

The M. M. mail steamer Sydney left Saigon on Tuesday at 4 a.m.

The steamer Ghazee left Singapore yesterday and is due here on or about the 15th inst.

The King and Queen of Siam left Singapore for Bangkok on the 4th August.

The P. & O. steamer Japan, from China, arrived at London on the morning of the 11th instant.

A Chinaman was fined \$50 at the Magistrate's court for trespassing near the forts on Scoutington's Island.

The D.R.R. steamer Friendship, from Hamburg, left Singapore yesterday, and may be expected here on or about the 15th inst.

Telegraphic intelligence has been received that the musical inspection of vessels from Canton, Hongkong, and Swatow has been discontinued at Shanghai.

The China Mutual steamer Keoween, from Glasgow and Liverpool, reached the Canal on the 10th instant and will be considered due at Singapore on or about the 25th instant.

Mr. Jackson, Hon. Treasurer of the Japan Relief Fund, informs us that the subscription lists will close on Saturday next and he would feel obliged by any intending subscribers forwarding him their subscriptions on or before that date.

We are indebted to the Spanish Consul for a copy of the following telegram from the Observatory—"Manila, 12th August, 11.21 p.m.—The depression announced yesterday approached slowly to the N. of Luzon. Its direction seems now to be from E.S.E. to W.W.N."

An Exchange Company's statement on this says—"The London Company's steamer Thunes returned home, in answer to distress signals received a Liverpool ship, the Isolante, China to London, on 23rd June, at Captain Maitre. The Isolante had been becalmed and had been 123 days on the passage."

By the Empress of China yesterday, Captain R. E. Colonel Bent, of the Pay Department, and Surgeon Major Hayes left for Hongkong, in answer to distress signals received a Liverpool ship, the Isolante, China to London, on 23rd June, at Captain Maitre. The Isolante had been becalmed and had been 123 days on the passage.

The Right Rev. L. M. Pinchetti begs to acknowledge with thanks the following donations to the Home for the Aged and Infirm:

Already acknowledged—\$3,140
Mr. Leopoldo (Belgian Consul) 25
Mr. de Champanier 25
Mr. J. M. de Costa Campos 25
Mr. A. Cattaneo 25

At the Police Court yesterday Captain Stoepli was summoned for blowing the whistle of the Fane for an unnecessary length of time. On Friday afternoon last the Fane was towing the Empress of China into dock and order to attract the attention of the dock officials four rather long blows of the whistle were given. Hon. Commander Hastings fined defendant \$2 for each blow.

A golf match will be played to-day between teams representing Scotland and The World. Play will commence at 4 p.m. at Scotland.

Mr. G. Stewart Capt. W. V. Eccles
Mr. C. E. Hume Mr. V. A. C. Hawkins
Mr. A. S. Anton Capt. Ramsey
Mr. G. M. Thompson Rev. G. R. Wallings
Mr. H. L. Dalrymple Mr. W. M. Thompson
Commodore Boyes Mr. E. A. Kain

The popularity of Wi's Circus continued to be well maintained. Big audiences attend every night and it goes without saying that they thoroughly enjoy the really excellent entertainment provided. There is not a single evening in the programme which is not well worth seeing, and now that the Ling Ching Fox troupe of conjurers are added, another visit should certainly be made by those who patronized the circus at the commencement of the season. The circus will shortly close, so no time should be lost by intending visitors.

Mr. A. Kidd, Lloyd's representative at Singapore, writes to the Free Press, "With reference to your query regarding the value of the so-called 'Imperial Castle' in 1823, this is a difficult question, as no such steamer existed then that had not already reached Chinese waters. The vessel you refer to was the steamship Drummond Castle belonging to Messrs. T. Skinner and Co. (as conjectured by your previous correspondent) and built in Dec. 1871, 1,195 gross tonnage. She was wrecked in 1873, a record in the Society's Register Book for that year."

The Sanitary Board meets this afternoon. The following are the orders of the day—

Amendment of the rules—see by-laws.
Amendment of the rules for regulating the times at which public houses may be cleaned and licensed—Letters from the Honourable Colonial Secretary concerning—

(a)—The establishing of an offensive trade on the part of the Chinese.
(b)—The practice of clowns at Penang.

(c)—The remunerating of the Sanitary Inspectors for the additional work performed by them during the prevalence of bubonic plague.

(d)—The existence of quackery against Hong Kong at Ningpo.

A letter having reference to the issuing of clean sheets by the Health Officer.

Two applications that the re-drawing of certain premises be allowed to remain in abeyance.

Correspondence having reference to proposed alterations to premises used for the trade purpose of tea.

A plan showing proposed additions to No. 1, Kwang Yung Street East.

Moral return for the weeks ended the 1st and 8th August, 1890, respectively.

Paper showing the use to the use of chlorinated lime in the treatment of the public.

Papers having reference to the enforcement of certain conservancy by-laws.

Nine applications for licences to keep swine.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS".]

London, 10th August.

CRICKET.

Richardson, Hayward, and Abel have withdrawn their demands for double pay in the third test match—Australia v. All England—and are included in the All England team, which now comprises Grace, Peet, Hearne, Jackson, Ranjitsinhji, Wyndham, and MacLaren.

Rain prevented play on Monday, until 5 p.m., when All England went in mads 69 for one wicket, Grace being out for 24.

INTENSE HEAT IN NEW YORK.

The heat in New York is intense and 125° Fahrenheit has occurred from sunstroke in five days.

LIUNG-CHANG IN ENGLAND.

The hundred and fifty Chinese merchants gave a banquet to Li Hung-chang at the Crystal Palace, the Manager of the Hongkong and Shanghai Bank in London providing. In reply to the toast of his health Li Hung-chang spoke of the services rendered to China by the Hongkong and Shanghai Bank.

THE FORMOSAN REBELLION.

We have received the following telegram, apparently from Japanese official sources—

AXOR, 13th August.

As the rebels of Fulin and other districts attacked state during the week under review, and, although orders were fairly plentiful, actual business (both buying and selling) has been difficult to negotiate at ruling rates.

BANKS, Hongkong and Shanghai, in the early part of the month charged 19½ per cent.

Government of Taiwan have begun an inspection and examination with a view to relieve the unfortunate sufferers. Baron Tatami, Chief of the military department, who went to the prefecture of Taichung, having inspected the districts that suffered at the hands of the rebels, will return to shew.

POLO.

The final in the second tournament for Mr. May's Cup was played off on Tuesday. The ground was in very good order after the recent rain. The opposing teams were—

H. T. H. Whitehead (back)
Mr. John Hastings (3)
Captain Loveland (2)
Mr. Ross (1)

THE ROYAL ARSENAL.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE ROYAL ARTILLERY.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CLUB.

H. T. H. Whitehead (back)
Mr. John Hastings (3)
Captain Loveland (2)
Mr. Ross (1)

THE CHINESE ARMY.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CHINESE NAVY.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CHINESE MARINE GUARDS.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CHINESE INFANTRY.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CHINESE CAVALRY.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CHINESE GUARDS.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CHINESE POLICE.

Captain Burney (back)
Mr. Grayson (3)
Mr. Bizard (2)
Mr. Lewis (1)

THE CHINESE MARINE GUARDS.

Captain Burney (back)
Mr. Grayson (3)
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1880; Mutchbury and C. T. Barclay, 1880, were all high class; and on the top of all these, the last five winners, in all of which a Nickalls has figured, have been each and all as hot as could be produced of this sort of outdoor performances—that of First Trinity in 1881, the two principal fours of University College in 1883, securing Grand, Ladies' and Stewards'; and last and not least, of Trinity Hall, in 1887, sweeping the board of all Challenge Cups, stand out prominently in their day. Among school-crews, Eton in 1886, in 1889 (though not then winners), and in 1894 and 1895 deserve special notice.

"Times" are ticklish matters to deal with; they are seldom any criterion. The best crews may row against breeze, or even gale, and not be exhausted. Inferior crews may row to win by a few feet, a calm. Besides, till the last twenty-five years ago, there was not a random boat race, except by the late G. C. T. Barclay, secretary of the crew, and if a "record" or extra time feet were achieved, and Mr. Towsley elected to discredit it, he was in the habit of taking off an extra minute and assuming that he had miscounted sixty seconds. This was glaringly illustrated in 1889, when Crofts and Long, then the Doctor's, won 7' 4". The record was given to the former (to us) to check it, and a N.E.W. wind of the Berks shore. Long was not two-fifths of a second behind Crofts (about 5 ft.). Towsley declined to believe in such speed, and gratuitously took on another minute, with injustice to these scullers in particular; so that the "official record" went forth. On another occasion (1882) the boats for the Grand were rowed within half a yard under similar conditions of weather—head wind. One crew won hard pressed, and the other in a cander. Towsley elected to record this close race as 7' 40" s., and the other as 8' 40" s. In the final, the crew which was credited by him with the minute faster were clearly beaten. The explanation is that the first times were not taken in a calm, 8' 40" s.—and the crew which did trial without being pressed was naturally the winner subsequently. These illustrations justify casting to the wind all Towsley times prior to 1890; some few may be correct, but the bulk are too random. Second, are probably approximately correct; it is the minutes that are changed at each race.

On Grand occasions, the London hold record with 8' 51", in 1891; Trinity Hall next, in 1886, 8m. 58s. These times represent about the best that can be done by good eightts in fair water. The fastest "Ladies'" first time is Trinity Hall, 1889, 7m. 10s. For Stewart's four, Brasenose, 1890, hold the record, 7m. 37s., but this is longer by many seconds than they are now, often good fourts, and have been known to do 7m. 30s. in a head wind. Pairs find their record in Sun, 1881; (Mutchbury and Barclay, 1882); and this is fairly representative of the capacity of a good pair in absence of wind; but probably many practice times of other pairs have slightly exceeded it. In Sculls, Guy Nickalls, 1888, did fastest—3m. 36s. in fact. Wind stops a sculler more than any other craft, making him liable to capsizing. The "Ladies'" first record on scullers at Harrow is Guy Nickalls who could beat 3m. 25s., choosing their own events. All times are much accelerated by oars. At a rough guess, early outriggers reduced times half a minute; as against tub-builds. Then "keelless" build shortened times again another 20s. or 30s. The latter, added to 20s. to come, and 30s. to outliers over a Headley course. These calculations are based upon conventions of practice times, which are more reliable as to allowances for whether than many racing times—*St. James's Gazette*.

IMAGINATION SOMETIMES KILLS.

"In my opinion," remarked the college professor, who rest from the ranks during the last war to the position of Colonels, "the imagination of men does more in the world than the courage of men." And this is true, yet unperceived, of many of us, and many yet discovered. I had a remarkable case happen to me during the battles around Elsincham. That is to say, it happened to another man, but I was part of it. It was on a skirmish line, and I was lying behind a log with two other men—I was only a private then—one of whom was an inveterate joker, and the other was one of the most active kind. In fact, he was so frantic, that when he was almost scared out of his wits, and when the bullets and shells began flying through the woods, cutting off saplings clipping limbs all around us, and harking the top of the log behind which we lay, I thought the fellow would burst a blood vessel, or go crazy, or do some other foul thing unbecoming a soldier. And when he told the man's name, and called attention to it.

Then he reached out, and dragged in a stick cut from the trees above us by a bullet, and fixing a pin in it, proceeded to saw his fun.

The man was at the far end of our log, ten feet from Tom, and I was just beyond Tom on the other side, and I am free to confess, was nervous enough to wish Tom would get away.

Tom, however, didn't hear him, and actually laughed to see him shoving the pin-pointed stick along toward the unsuspecting victim. Having got it at the right distance he waited for a smashing volley of bullets, and just as it came he prodded the soldier in the back with the pin. Well, it was really funny to see the chap jump and yell and roll over, and we both only howled. But it was the first, and the man didn't mean after his first started action, and Tom looked around at me in a scared kind of way. His surprise found expression in an oath, and he called again with the same result. Then he crept over to him and gave him a shake. That brought no response either, and Tom dragged him around so that he could see his face. He was as blue as the sky, staring wide open, and the man was as dead as Julius Caesar, with never a mark on him save, perhaps, that one pin scratch in his back."—*Washington Star*.

NEW COSTUMES MEAN NEW CYCLES.

"One of the advantages that we reap from the present society—craze for cycling is that many ladies order more than one machine for themselves during the season. In place of once universal 'bicycles,' the many ladies now wear speckled 'cycles' are now seen in less southerly lines, and there are not a few fashionable cyclists who have dress and bicycle to match." One courtesies famous for her beauty, in the warm weather rode in white and had a white machine; later in the year she had a green habit and green machine; but she has just given up to know and placed a small green machine for a machine of their own. Of course, one machine could be exchanged as often as required; but, especially in the busy season, when the events are going night and day, enabling take time; and these fair enthusiasts will not hear of parting with their mounts for a whole month.

I myself just recently received a new machine purchased from me, ordered two more painted silver-blue. I taking the old machines in part-exchange. They had not had them a month before a new relative died and they went into mourning. For a short time they did not cycle at all; but when respecting abstained from the sport had been observed, they ordered new costumes and had their machine and rode out in the evening on occasions which were considered most fitting. Six machines I sold them in eight months!"—*Cassell's Saturday Journal*.

"There is," writes a correspondent, "quite an extraordinary plague of mosquitoes at Blackheath. A number of people have been virulently bitten, and the swellings which have followed have been abnormally large. Patients have even had to keep to their beds for several days."

SHIPPING REPORTS.

The British steamer *Crown of Aragon*, from Poole, 9th Aug., had light S.W. winds and haze, with fair, gloomy weather, and heavy lighting. The N.E.W. seas smooth with S.W. wind.

The British steamer *Hong Long*, from Foshan, 2nd Aug., and Singapore 5th, had moderate S.W. monsoon from Singapore to lat. 10° N., thence to lat. 20° N. and S.E. to N., with low glass; thence to N.E. and S.E. to N., which was fair.

The British steamer *Sovereign*, from Foochow, 29th April, 1886, had moderate S.W. winds and fine change W.N.W. to N.E. From Foochow to Vung-tung, fair, cloudy and gloomy weather, wind W. winds, cloudy and gloomy weather, wind W. winds to S.W. and S.E. with squalls, and heavy rain and high confused seas; thence to port easterly and north-easterly winds and fine weather.

INTIMATIONS.

SUPERIOR COGNAC. Mark Red Cross, Two Kind, 1st and 2nd Quality.

ITALIAN VERMOUTH. Two Kind, 1st and 2nd Quality.

QUININE WINE.

LIQUORS. Kummel, English Punch, Anisette, Maraschino, Curacao, &c.

SYRUPS. Tamarind, Orange, Tea, Strawberry, &c.

CHAMPAGNE. Extra dry.

CLARETS—RED BORGOGNA.

WHITE SAUVIGNON.

ITALIAN TOKAY.

RED TABLE WINE.

SOLE AGENTS—U. NERVEGNA & CO.
STANLEY STREET, 23.

1807]

CUTLER, PALMER & CO.

Have been Shipped to China for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC; Distinguished by 4 Stars on the label. Price \$16.00 per 1 dozen bottles.

SUPERIOR OLD COGNAC, Distinguished by 3 Stars on the label. Price \$17.75 per 1 dozen bottles.

VERY GOOD COGNAC; Somewhat younger than the above. Distinguished by 2 Stars on the label. Price \$14.00 per 1 dozen bottles.

PALL MAIL WHISKY; Excellent old, very fine quality. Each bottle bears an analysis certificate. The quality is guaranteed. Price \$16.75 per 1 dozen bottles.

WELL-MATURED HIGHLAND MALT WHISKY; Blended by CUTLER, PALMER & CO. Moderate price, excellent in quality. Price \$14.00 per 1 dozen bottles.

W. BROOK & COMPANY LIMITED

W. BROOK & COMPANY LIMITED

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. CO'S Steamship
"ROSETTA," AND
FROM BOMBAY, COLOMBIA, AND
STRaits.

Congress of Cargo by the steamer and vessel will be loaded at Colombo, Godown Wharf and Kowloon Wharf and G. down Company's Godown at Kowloon, where each consignment will be sorted out mark and delivery made obtained as soon as the goods are landed.

This vessel leaves on Saturday.

From London, via Tigray, Madras.

From London Gulf Ex. B. & S. N. Co. & Bombay Persian S. S. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day.

Goods not cleared by the 12th inst., at 4 p.m. will be sent to port.

No Fire Insurance will be effected by me for each consignment.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 6th August, 1886.

"RICKMERS' REGULAR LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK ANTWERP, AND HAMBURG.

THE Company's Steamship

"ELISABETH RICKMERS."

Arrived from the above ports Consignees of Cargo are advised that the Goods are being held at the Godowns of the Godown and Kowloon and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Underwriter before Noon on the 13th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given before 2 P.M. To-day.

Bills of Lading will be countersigned by ARNOLD, KARBERG & CO.

Agents.

Hongkong, 7th August, 1886.

"GLEN LINE OF STEAM PACKETS."

FROM ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENAVON"

having arrived from the above ports, Consignees of Cargo by her are hereby advised that their Goods are to be delivered at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before Noon To-day.

Cargo remaining undelivered after the 17th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present claims for damages and/or shortages not later than the 13th inst., otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO.

Agents.

Hongkong, 10th August, 1886.

"FROM HAMBURG, PENANG, AND SINGAPORE."

THE Steamship

"AGLAIA."

Captain Madson, will be despatched for the above ports TO-DAY, the 13th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 12th August, 1886.

"INDO-CHINA LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

THE Steamship

"FLINTSHIRE,"

FROM BOMBAY, ANTWERP,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

SIMENSEN & CO.

Agents.

Hongkong, 11th August, 1886.

"SHIRE LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

THE Steamship

"FLINTSHIRE,"

FROM BOMBAY, ANTWERP,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILL & CO.

Agents.

Hongkong, 11th August, 1886.

"INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED."

NOTICE TO CONSIGNEES.

THE Steamship

"FLINTSHIRE,"

FROM BOMBAY, ANTWERP,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO.

Agents.

Hongkong, 11th August, 1886.

"INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED."

NOTICE TO CONSIGNEES.

THE Steamship

"FLINTSHIRE,"

FROM BOMBAY, ANTWERP,

LONDON AND STRAITS.

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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO.

Agents.

Hongkong, 11th August, 1886.

"TO CONSIGNEES OF OPTIONAL CARGO, ETC. S. S. 'NESTOR' FROM LIVERPOOL."

NOTICE TO CONSIGNEES.

SHIPPING Orders must be obtained from the S. S. "NESTOR" not later than the 14th inst., for shipment by steamer "DARDANUS."

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th August, 1886.

"Y. E. S. S. CO. COAL MERCHANTS."

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO.

No. 68, PRAYA.

1885.

VESSELS ON THE BERTH

"SHIRE LINE OF STEAMERS."

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"FLINTSHIRE,"

Captain Dryer, will be despatched as above or about the 12th inst.

For Freight or Passage, apply to

DODWELL, CARILL & CO.

Agents.

Hongkong, 11th August, 1886.

"RICKMERS' REGULAR LINE OF STEAMERS."

FOR MARSELLUS, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to the SEA)

MEDITERRANEAN and BLACK SEA PORTS.

THE Company's Steamship

"MARIA RICKMERS,"

Captain E. Berg, will be despatched as above NO-DAY, the 13th inst.

For Freight, apply to

ARNOLD, KARBERG & CO.

Agents.

Hongkong, 11th August, 1886.

"RICKMERS' REGULAR LINE OF STEAMERS."

FOR CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship

"POLE TIENTSIN VIA SWATOW."

Captain Onderhook, will be despatched as above TO-DAY, the 13th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th August, 1886.

"RICKMERS' REGULAR LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK ANTWERP, AND HAMBURG.

THE Company's Steamship

"ELISABETH RICKMERS."

Captain Onderhook, will be despatched as above TO-DAY, the 13th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th August, 1886.

"RICKMERS' REGULAR LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK ANTWERP, AND HAMBURG.

THE Company's Steamship

"AGLAIA."

Captain Madson, will be despatched for the above ports TO-DAY, the 13th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th August, 1886.

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